

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 3:50 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 404 Const Calendar Day: 127 Date: 09-Oct-2012 Tuesday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 AM 06:30 PM Break: 00:30 Over Time: 03:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

Phase-3 Load Transfer

Overview of Cable work today:

The following work was ongoing today on the Cable:

- Removal of the phase-1 jacking brackets
- Re-tensioning of cable band (CB) bolts
- Painting of the suspender ropes at PPs 104 through 110 was started

Today I was inspecting Gary Anderson's crew & Obra's Paulk's crew on the removal of jacking brackets, & other misc inspection. The labor for Gary's crew is listed below. See the diary of S. Daouk for additional labor & additional details of the work on the South cable. See the diary of others for information on the CB bolt tensioning & painting.

- I arrived at the pier 7 office at 07:00, & was on the bridge at 07:15.
- From 07:10 until 14:00, Gary's crew was removing the jacking brackets from the phase-1 suspenders on the South cable. I intermittently inspected this work while also doing other misc inspection.
- From 07:45 until 09:00, I checked the CB rotation on all CBs in the South side-span & South main-span. I used a digital level placed along the stanchion pads. The theoretical angle on this pad should be 90 degrees (plumb). 4 of the CBs varied more than 1 degree from plumb (10S, 24S, 32S, & 94S). The maximum variance from plumb was 1.5 degrees at PP24S.
- From 09:00 until 10:00, I inspected the removal of the jacking brackets.
- From 10:00 until 10:30, I inspected around the phase-4 load transfer (LT) Cable brackets to see how close they are to the main cable. At PP112S, there is 65mm of vertical clearance between the Cable & the cable bracket. At PP112N, there is 75mm of vertical clearance between the Cable & the cable bracket. The theoretical value is 100mm. I informed Roman Granados & Warren Collins of this.
- From 10:30 until 11:30, I inspected the suspender ropes around the top of each of the suspender brackets to see if there may be any issues with installing the split collars. At several locations, the suspender ropes are not equal-distant from the split collar bolt holes, which may present an installation issue. I took photos & measurements of the suspender ropes in relation to the split collar bolt holes. See attached photos. - Note: I later emailed the photos & dimensions to Roman & Warren for review.
- From 11:30 until 12:00, I inspected the removal of the jacking brackets.
- From 12:00 until 12:30, I ate lunch.
- From 12:30 until 13:45, inspected the removal of the jacking brackets.
- At 13:45, I left the bridge to go back to the pier-7 office.
- From 14:00 until 15:00, I looked up & printed the split collar erection plan submittal & spoke with warren Collins regarding the possible installation issue with the split collars. I sent an email to him with the photos that I had taken.
- At 15:00, I arrived back on the bridge. At this time, Gary's crew was sorting stanchion posts to get ready



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to start installing them.

- From 15:00 until 16:30, I looked at each suspender bracket to see how many of them may have a similar installation issue as in the attached photo. Most of the ropes were covered with vinyl flow (abrasion protection) so I could not get a good idea if they had issues.

- At 17:00, I left the bridge.

- From 17:15 until 18:00, I reviewed the erection plan submittal for the split collars & the shop drawing details for the stanchion posts.

- From 18:00 until 18:30, I wrote my diary for the day & checked email.

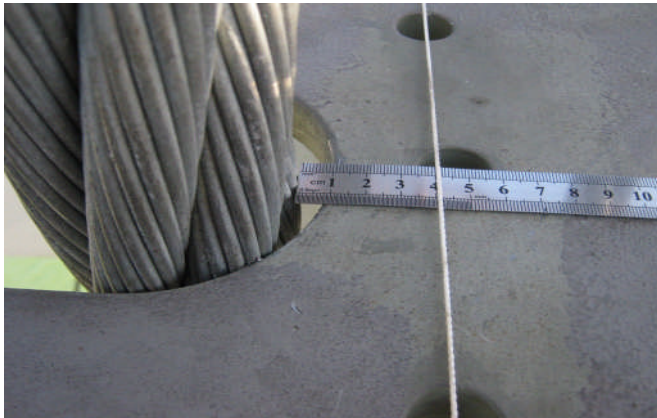
04-0120F4 Bid Item: 067 C-SUS-BGS.067 Attach BG Lifts to Suspenders

AMERICAN BRIDGE/FLUOR, A JV

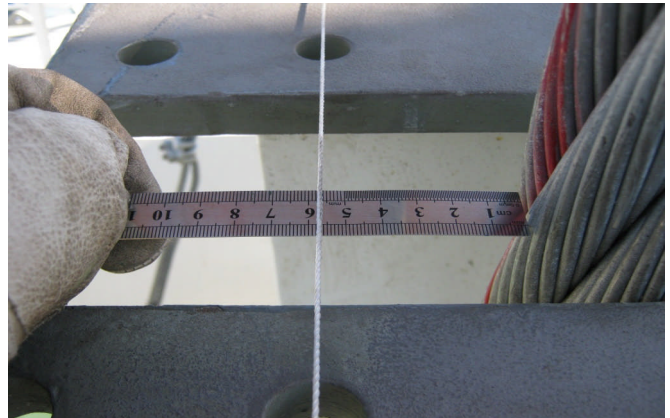
Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	JNM	JOSE ALFARO	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Operator	APP	SCOTT ROSS	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	FOR	CARLOS VALVERDE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	RENE ESQUIVEL	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	APP	ETHAN KENT	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	JNM	STANLEY DALIE	8.00	2.00	0.00	10.00		<input type="checkbox"/>
Ironworker	GEN	GARY ANDERSON	8.00	2.00	0.00	10.00		<input type="checkbox"/>

Attachment



Offset from rope to split collar bolt holes varies from 40mm to 58mm



Offset from rope to split collar bolt holes varies from 40mm to 58mm



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Vertical clearance between Cable & cable bracket at PP112S of 65mm